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**COMMERCE & TRANSPORT (TRANSPORT) DEPARTMENT**  
**RESOLUTION**

The 11th October, 2023

**Subject: Implementation of the New Scheme "Location Accessible Multi-modal Initiative" (LAccMI) across Odisha.**

The Government of Odisha has launched the new scheme, "Location Accessible Multi-modal Initiative (LAccMI)" Scheme with an aim to connect all Gram Panchayats of the State (GPs) with the State Capital through an integrated public transport system and hence increase the Service Level Benchmark of the Bus transport system in the State.

**OBJECTIVES**

The purpose of the scheme is to provide multimodal public transport connectivity for the GPs, Block Headquarters, District Headquarters along with major economic hubs, educational & medical hubs, and transport nodes across the State. The development of a robust and reliable public transport system across the entire State will undoubtedly result in an enhancement of the socio-economic well-being of the population. Considering the good road network, focus would be naturally on surface transportation. Other modes of transportation would be utilized as per the need.

As the State Government is working efficiently towards attaining various Sustainable Development Goals (SDG), public transport is one of the-major SDG Goal as on date. Odisha despite having 5th largest share of road connectivity in India, only 72% of the Gram Panchayats (GPs) are connected by means of public transport.

The connection of urban and rural areas through reliable and affordable public transport has been identified as a highly promising opportunity. This initiative has the potential to bridge the transportation gap between these regions, ensuring reliable mobility for residents from both urban and rural communities. Efficient public transport connectivity **is** expected to reduce the division between Urban and Rural communities. To attain this potential the State Government has envisaged the scheme known as 'Location Accessible Multimodal Initiative' (LAccMI) to develop a robust public transport system in the State of Odisha.

### **THE PLAN**

Under the LAccMI Scheme the bus network planning has been undertaken in a hierarchical manner: (1) 'Block Connectivity' facilitating connectivity between GPs and their respective Block HQs, (2) 'District Connectivity' connecting Block HQs to their respective District HQs and (3) Jagannath Express connecting District HQs to Bhubaneswar or to Puri via Bhubaneswar; and (4) LAccMI Express providing connectivity between District HQs and/or major cities (inter-District & inter-cluster connectivity).

Under proposed 'Block Connectivity' services & 'District Connectivity' services buses will cover an optimum daily distance. On these routes buses will be operated through Public Private Partnership (PPP) under GCC (Gross Cost Contract) model. Furthermore, Super premium Buses for 'Jagannath Express' & 'LAccMI Express' routes will be procured and operated by Odisha State Road Transport Corporation (OSRTC) under Comprehensive Annual Maintenance Contract (AMC) model. Revenue Collection Agency (RCA) will be engaged on outsourcing basis (under PPP mode) for collection of bus fare. However, considering the dynamic nature of operation, the State-level Steering Committee formulated under the said Scheme would be authorized to decide the functionalities. The entire State has been divided into five clusters under this project for ease of operation. These five clusters are as follows.

Cluster — I (Six Districts) — Koraput, Nawarangapur, Rayagada, Malkangiri, Gajapati, Kandhamala.

Cluster — II (Five Districts) — Puri, Khurda, Nayagarh, Ganjam, Kandhamala.

Cluster — III (Eight Districts) — Cuttack, Dhenkanal, Jagatsinghpur, Kendrapara, Jajpur, Bhadrak, Balasore, Mayurbhanj.

Cluster — IV (Four Districts) — Keonjhar, Sundergarh, Deogarh, Angul.

Cluster — V (Seven Districts) — Sambalpur, Jharsuguda, Bargarh, Subarnapur, Bolangir, Boudh, Nuapada.

These clusters would be operationalized in phased manner. Accordingly, the State-level Steering Committee constituted for this purpose is authorized to take decisions on effective implementation of the Scheme with the help of the Executive Committee constituted under the Scheme.

Under the LAccMI Scheme, tandem collaboration of 3 major stakeholders is envisaged. The Commerce and Transport Department is the apex body responsible for formulation of all policies and guidelines. OSRTC will act as State-level aggregator, mainly responsible for project implementation, operational plan formulation, monitoring and evaluation. The PPP partner (bus operator) is responsible for O&M (Operation & Maintenance) of bus service and depot management.

To promote, inclusive development, the existing private players in the State would be encouraged to get into partnerships for various activities under the Scheme. Mission Shakti Self Help Groups (SHGs) would be involved in various operation and maintenance related activities. LAccMI Scheme would enable the platform for such involvements and collaborations wherever dimmed fit.

Implementation of state-of-the-art Intelligent Transport Management System (ITMS) is pivotal for successful and efficient operation of the overall service. System Integrator (SI) shall provide Vehicle Tracking System, Real Time Passenger Information System, Command and Control Centre, etc. Core technologies include Geographical Positioning System (GPS), Electronic Display Systems and Information & Communication Technologies. The implementation of ITMS shall provide benefits in terms of reduced waiting time and uncertainty, increased accessibility of the system and real time, information, increased safety of users, reduced fuel consumption and emissions, reduced operational costs, improved efficiency, and finally improved economic productivity. System Integrator (SI) shall be responsible for integration of buses on lease and rental basis. OSRTC is provided with budget to implement and maintain the ITMS for enabling efficient optimization of LAccMI Scheme.

## **JUSTIFICATION**

The rationale behind the service planning is to establish a seamless public transport network across the State starting from GP level up to the State Capital to provide accessible, assured and affordable transport services. The planning of the proposed bus service has adopted a need-based approach, aiming to deliver both high-quality and affordable services to the residents in every corner of the State.

The successful implementation of this proposal will result in an equitable geographical distribution of public transport infrastructure and services across the State. People from all corners of the State will have better access to transportation, facilitating easier mobility and potentially fostering socio-economic growth and development. Further, the Scheme would be an opportunity to set high standard service level benchmarking in the State in terms of quality, punctuality and pricing with respect to the public transport.

Within the framework of the LAccMI Scheme, women's empowerment stands as a top priority, marked by the adoption of comprehensive mechanisms. By promoting gender-sensitive initiatives, women would be encouraged to participate actively in the workforce. In this regard, Mission Shakti Women Self Help Groups (SHGs) would be engaged in diverse operation and maintenance activities. Additionally, women's safety would be ensured in the overall system through implementation of various strategies such as several security measures, safe workspace, community support, etc.

Another major initiative under this Scheme would involve facilitating efficient means of transport of rural commodities from their production sites to appropriate destinations. This would encompass timely transportation of various agricultural and perishable produces from producers to nearby marketplaces, Mandis and similar commercial hubs. Through implementation of such measures, rural farmers, cultivators and producers would experience genuine empowerment. Thereby, socio-economic wellbeing and overall livelihood of the rural population would be enhanced by establishing of a reliable public transport network as well as by implementing numerous developmental endeavours under this Scheme.

This Scheme is also an imperative step towards replacing the existing outdated bus fleet with a new environmentally friendly fleet. The current bus fleet burdened with outdated technology significantly contributes towards operational inefficiency as well as pollution. By embracing the LAccMI Scheme, cities and transport authorities

would be facilitated with the transition to a modern fleet of low-emission and energy-efficient buses, thereby curbing sustainable transport system in the State. To make the Scheme more citizen centric, initiatives may be taken to restructure the existing operational framework of OSRTC.

### **CONSULTATION**

The Detail Project Report (DPR) / Bus Operation Plan (BOP) has been developed in consultation with Panchayati Raj & Drinking Water Department, Housing & Urban Development Department, Mission Shakti Department of Govt. of Odisha. Furthermore, the GP and Block level bus routes have been finalized on recommendation of the respective District Administration. District Administration has involved Panchayati Raj Institution (PRI) and Block functionaries at the Sub-District levels. Views of PPP Cell, Finance Department is also consulted for their expert advice for RFPs, Agreements, etc. Likewise, procedures as laid by the Finance Department are to be followed. Steering Committee meetings constituted for this Department, represented by the related Departments provide their considered views to finalize the policy and implementation.

Urban Mass Transit Company (UMTC) as the transport domain expert has been consulted for their review and suggestions on various aspects of the project such as DPR/ BOP, bus operating model, financial model, etc. Also, Delhi Integrated Multi-Modal Transit System (DIMTS) has also been consulted to understand the best practices across the nation. Valuable suggestions and remarks from these Departments have diligently been sought and incorporated throughout the project as and when required.

### **FINANCIAL IMPLICATION**

- a. Budgetary requirement has been projected for three (03) years considering the medium-term estimation for FY 2023-24. However, the currency of the Scheme would be for a period of twelve (12) years i.e., ten (10) years from FY 2023-24 to FY 2033-34 with possible extension for further two (02) years from FY 2033-34 to ensure the scale and sustainability of the Scheme.
- b. The total project cost is estimated to be approximately ₹3,178 Crore for the first Three (03) years of bus operation i.e., from FY 2023-24 to FY 2025-26. Year-wise project cost details is given in the Table below.

SI. No.	Financial Year	Estimated Amount (In Crore)	Available in the Budget (In Crore)	Proposed Budget (In Crore)
1	2023-24	1450	100	556
2	2024-25	1291	---	1291
3	2025-26	1331		1331
<b>Total</b>		<b>4072</b>	<b>100</b>	<b>3178</b>

c. The cost outlay of the project is as per decision of Steering Committee and also Expenditure Finance Committee (EFC).

**ORDER:** Ordered that the Resolution be published in the Extraordinary Issue of the *Odisha Gazette* and copies of the Resolution be forwarded to all Departments, all Heads of Departments and Accountant General, Odisha.

By Order of the Governor  
USHA PADHEE  
Principal Secretary to Government